

## Other Projects:

The following locations are functionally classified facilities that have inadequate, but tolerable lane widths. All of the following locations have relatively low Average Daily Traffic volume. The cost of upgrading these facilities is far greater than the overall benefit. It is therefore recommended that no lane width improvements be made at this time. However, a benefit/cost analysis for widening these facilities should be conducted at a later date, preferably when higher ADT counts warrant additional lane width.

- SR 1145 (Yellow Mountain Rd): From SR 1157 to NC 107.
- SR 1157 (Cullowhee Mountain Road): From SR 1001 to NC 107.
- SR 1397 (Valley Road): From SR 1534 to Swain County.
- SR 1416 (Shoal Creek Road): From SR 1531 (Old US 19A) to 1.89 miles E of SR 1531.
- SR 1424 (Olivet Church): From US 441 to SR 1427 (Olivet Loop Rd).
- SR 1427 (Olivet Loop Road): From SR 1424 to US 19.

Several additional projects have been recommended to decrease accidents at intersections and to increase traffic safety. These suggestions are based on total number of accidents (reported between 1/90 and 5/93), county planning input, and field investigations. It should be noted that each of the following projects require an additional investigation. A contact representative is listed for each project.

- An investigation involving the intersection of SR 1001 (Speedwell Road) and NC 107 should be conducted by the Traffic Engineering Branch (NCDOT) if future capacity improvements are made to US 107. Progression of traffic at this signalized intersection will be impeded when the adjacent elementary school (k --> 8) opens. The additional vehicles accessing the school may create additional delay or spillback problems for vehicles being processed at the intersection. Bus access and additional turning lanes should be the focus of the analysis if this problem occurs.
- The District Engineer should give all major classified facilities higher priority for shoulder improvements. Adequate shoulder width can improve safety by providing proper roadside recovery distance and a clear zone. It should be noted that in some cases the geographical constraints with terrain may not allow additional improvements to shoulders.